NEW YORK HERALD TURSDAY, SEPTEMBER 27, 1855-THISTON SCHEET

of for by the Court.

Coroner said it was most likely the jury would like unine Mr. McLennan, the chief engiueer.

Inquiry was then adjourned till Saturday merning, interest evinced by the public in this part of the ry in all relating to the ship seems as great as ever gall yesterday, thought thew a severe gale from athwest, accompanied by heavy rain and sometimes ier, the steamboats bringing visiters to the vessel densely througed. Nearly 6,000 persons paid their rowns to go on board, and promenaded the deck all defying the squalls of whild and rain with an rance worthy of a better cause. The scene of the cion, as far as it could be viewed from the deck, is reat centre of attraction, and as the monstrous frages of ironwerk have now been got up from the stoke-and placed on deck, enough evidence is given of the of the explosion to satisfy the most eager curjosity. Sottlege, of the London Stercoscopic Company, who seem on board from the first time of starting, in order 1 good pictures of the vessel, has photographed this of ruins most successfully. From these pictures the cwill be enabled to gain a fair idea of the force of xplosion mad the sweeping destruction it occasioned. I repair of the damages inflicted by the explosion has dy commenced, Mr. Scott Russell having contracted tore the whole for £5,000. If it should turn out that of the forward boilers has been injured, £5,000 and the fact or having been no escape of steam from either of oilers at the time of the explosion, when there was a ure on each of £210s., it is believed they have escaped at material injury. The mere joinery of the cabia is another redecoration of the grand saloon can, and lower processing the surface and the working drawings of the vessel and down piecemeal by rail to Weymouth, where it can idled together on board the ship. Mr. Scott Russell's act is to finish the whole ship in her former state as fit the river, within three weeks.

THE VISITERS.

ach Correspondence of the London Daily News, Sopt. 18.]

s are flocking to Weymouth from all parts, parfrom the west of England, in such numbers as to severest manner the capabilities of the town to date them, and altogether to preclude the possibility manner that the product of the town to date them, and altogether to preclude the possibility manner that the severest manner the capabilities of the town to date them, and altogether to preclude the possibility manner that the severe that the part of the severe that he was the severe the severe the severe the damage and use the grand saloon, which was blown to pieces orce of the explosion. As a preliminary step to may with the repairs, the company have engaged uppenters and joiners they could by their hands ymouth, and have also sent to London for expendents to direct the operations. The work of resealon and replacing the funnel will be provided in the five or six weeks the vessel will be in a conditioned the severe was the severe that in the five or six weeks the vessel will be in a conditioned the severe was the severe when the severe we have the severe with the repairs the vessel will be in a conditioned the severe was the severe when he was the severe we have the severe will be in a conditioned that the severe was the sever

THE GREAT EASTERN AND HER PROSPECTS.

[From the London Chronicle, Sept. 12.]

We thought it would be unnecessary after our observations on this question on the 17th of August again to refer to it, but finding Holyhead and Portland are named (though not definitively) by the directors, we must ask why? A contemporary stated that there were more perils in twenty-four hours in the Channel than in double as many days in the Atlantic. In this we and all the press agree; the facts have proved too true by the losses of thousands of lives in steamers and sailing ships. Now this is one reason why she should start from Cork, within one hour of the Allantic, instead of Holyhead, with 250 miles of coasting dangers. The directors may say Holyhead is nearer Liverpool, the emperium of Great Britain; true, but on the other hand, lines of steamers are running not only from Liverpool, but from London, Bristol, Milford, Glasgow, and other ports, to Cork. So that not only Liverpool, but Scotch and English goods could be shipped cheaper there than by rail to Holyhead, while the chief emigration is Irish.

Let us now look to the continental trade, and the more

to Portland it will be only the precursor of another change to Norfolk, from 200 to 300 miles nearer the great West by rail than Portland, and much nearer to the great cities of Philadelphia, Baltimore and Washington, with the grain, tobacco and cotton trades of the Central, Southern and Western States. Quebec is also 250 miles nearer than Portland, while the river De Loup, to which the railway is extended, is 400.

From these facts the directors should select Quebec, by which they would obtain the American passenger and goods traffic, formerly carried by the liners and steamers to New York (which has not sufficient water), but which they would not get at Portland.

As to an Indian trade for the Great Eastern, and her going to Calcutta, as stated by some of our contemporaries, it would never pay. There is no emigration, properly so called. India or Chinese goods would not be shipped from Bombay, Madras, Singapore, Canton or Shanghae, thousands of miles out of their course to Calcutta, whose imports are not one-twentieth those of New York, or as great as those of Montreal, Philadelphia, Boston, Ralimore of New Orleans. The Australian emigration has ceased, while there is little to come back, most of the ships going to lead quanc. The only trade, then, is that formerly carried by the packet ships and liners, and latterly by them and steamers, between New York and Liverpool, which from want of a sufficient depth of water has now to be transferred to Cork and Quebec for the reasons we have given, which we commend to the secretary, directors and proprietors of the mammout ship, with the best wishes for her success, as a novelty in shipbuilding, as well as in a commercial point.

## THE WAR IN CHINA.

Accounts from Our Own Correspondents and from the English Newspapers.

The Battle of Taku-The Action and Opening of a Tremendous Fire by the Chinese-The Retreat-Russians Supposed to be Directing the Chinese—Ac-tion of the Americans—How the Chinese Triumphed on Land—The Killed and Wounded—Anglo-French Preparations to Continue the War-Commercial and Political Aspects of the Affair, &c., &c.

OUR CHINA CORRESPONDENCE. United States Steamship Powhatan, At Anchor Off the Princ River, June 22, 1859. AT ASCION OF THE PRING RYEE, JULE 22, 1860. 
Naval Movements of the Allies—Cause of the Troubles in China—Duplicity of the Chinace—The English Policy to Drub the Chinese—Stow Progress of American Representatives—Formidable Chinese Portifications—Renewal of Hostilities—Opposition to the English—Position of American Officers—Terrible Action with the Chinese—Frightful Loss of the English—Desperate Pluck of British Soldiers—Security of the Chinese Mud Walls—American Interests in China—Complicated Diplomacy—Conduct of the English Admiral and the American Minister—How the Chinese Treated the American Representative—River Navigation—The American Flag in the Late Engagement—The Commander of an American Steamer Brings Up the English Reserves—Anglul Ferocity of the Struggle—Death of a Heroic British Officer—A Truly Christian Minister—The Power of England in the East Secures Safety to Commerce, de., de.

My last letter was dated some nine days back, and left this ship and the chartered steamer Tooy wan at anchor near Shanghaa, in the daily expectation of sailing for this place with our Minister, the Hon. John E. Ward.

place with our Minister, the Hon. John E. Ward.

During the nights of the 16th and 17th following, we ook the latter vessel in tow, steamed four days through wind, rain and thick weather, and finally anchored within mile of the English squadron, which had preceded us by three days. The French frigate Duchayla, having on board M. D. Bourboulon, Minister 'Reeident, and the chartered steamer Nosegay, ar-rived a few hours ahead of us. When daylight arrived we counted sixteen steamers of war, two of which were American, two French and twelve English. The latter nation also had several gunboats at anchor inside the river, but below the forts, from which point this outer an-chorage is distant about eight miles. Newspaper readers are of course familiar with the causes which have thu

Chimese professions of sincerity. If they do not resist us openly at the mouth of the Peiho they will do so secretly in the Cabinet at Pekin." And now I want you to read and see ish rascal, and, that to secure anything from him like political honesty of action, 'the West' generally must do what England is now alone doing, drub him into a healthy state of mind." All hail to John Bull, the sen-

This is the third time that it has been the writer's fortune to engage in an attempt "to reach Peking by water"—hybopes it may be the last. He doesn't believe a word o Mr. O'More's sage observation in regard to "luck in odd numbers." He rather regards that gentleman in the light of a humbug. In 1854 I came past where I am now with Mr. Robert McLane. In 1858 I managed, thanks to English and French guns, to get as far as Tein-sing with Mr. Wh. I Reed. Mr. Wm. B. Reed. And now, in 1859, I have accompanied Mr. John E. Ward thus far towards Pekin, and the

having been built between this and Pekin. All this we learned yesterday from the English Admiral, who, upon

part of the Chinese. The former were of course the attacking party, and could have had no possible idea of the vanced; and the latter were well- protected by heavy and into which the shells seemed to bury themselves and lose the power of explosion.

Now that it is all over, and we have time to think we wonder how it was that more than four thousan shells should have been thrown at them without even of fecting a breach. If this matter is not satisfactorily ex plained you may as well sell the granite of our seaboard fortifications and build others of mud taken from the bottom of the harbors. Here and there you can see a corner knocked off a bastion, a cart load of earth blown out of the face of a battery, or something of that sort; and shot holes are plentiful, but it is greatly to be doubted if the fortifications generally were not as defensible after the explosion of the last shell as they had been at the first. Of course it will never be known how many Chinese were killed in their forts, but the number is supposed to be small, perhaps not more than that of the English them-This would seem incredible did we fail to con sider the safety of the position from which they perpe trated the massacre, but that viewed, the only wonder is that there were any killed at all. [We have since been told by the Chinese that several hundreds were killed in

the ports.] Peiho. Such indomitable courage and dogged resistance as was there displayed are in themselves sufficient to re-flect the rays of glory around the semi-circumference of the globe, and dry the tears which will shortly flow over the unburied dead. You will be surprised to learn that the neutrality of the

American flag has been involved in this affair; and to ex-plain and palliate this we must take a look at the insult ing manner in which our Minister has been received in this country (or rather along its outskirts), as well as at the distressing and very peculiar circumstances in which the English Admiral was placed during the heat of the battle. Mr. Ward (as good a man as we could have n China) arrived at Shanghae in this vessel on the 28th of May last, on his way to Pekin, via the Pesho river, for the purpose of there exchanging the rattled treaty made last year at Tein-sing by Mr. Wm. B. Reed. Learning there that the Commissioners were upon the spot instead of being at Tein-sing, where the would await their successors with the ratified treaties, he at once notified them of his presence and desire to communicate. The result of this was the interview spoken o in my last letter; and the result of that was, in so many

municate. The result of this was the interview spoken of in my last letter; and the result of that was, in so many words, a very plain intimation that, as our right to visi Pekin was derived from the English treaty, we could not go there in advance of the representative of that nation. There was a return visit to this, and they were both signalized by the usual amount of bows, unmeaning questions, and protestations of regard and anxiety for one's health, but the above was the substance of them both Query—Was there any substance in it at all?

Well, while this was going on the English and French Ministers arrived from Hong Kong. Surprised at finding men in Shanghae who should have long since left for Temsing had the Chinese government been acting in good faith, these gentlemen nevertheless communicated with them, notifying them of their intended movements, and very properly, I think, refusing to exchange the treaties short of Tein-sing. This refusal was in answer to a note from them indicating very plainly a desire that the exchange should take place at Shanghae, and a continued determination upon the part of their master to adhere to China's old policy of treating Europeans not only like children but also as inferiors. No reply to this return note having been sent at the end of several days, the Ministers worte again, and finally received one. To read that note any honest, sensible and unprejudiced man would have thought just as did Mr. Bruce. "Now I may go to Pekin without firing a gun." And yet withess the determined and unlooked for resistance which he encountered at the very first defensible point.

Now for Mr. Ward again. No sooner did we become

ance which he encountered at the very first detension-point.

Now for Mr. Ward again. No momer did we become aware of the spirit of this note than he naturally said, "I also shall soon be at Pekin, for the Commissioners have

puted journey. Now, what was the nature of the reception of this interpreter, the representative of the American Minister, himself the representative of the people of the United States? It was substantially as follows:—
Upon landing in front of one of the forts they were received by persons who came from the fort, dressed as coolies, and proclaiming themselves coolies. One of these asked them, politely enough, what they wanted.

"We wish to see the highest officer present upon the part of the American Minister."

"There is no officer here," was the reply. "We are only a few poor country people who look out for the forts. You must go farther north, where the high officer is."

"Where is that?" they then asked.

"About 30 it (10 miles) disaunt!"

"By the sea!"

"Will you farnish us a pilot?"

"No!"

"Will you furnish us a pilot?"
"No!"
"Will you furnish us sedan chairs?"
"No!"
"Will you furnish us sedan chairs?"
"No! There is no road by land."
"We wish to leave our cards for the high officer. Will you receive them?"
"We cannot; we are too mean, we have no rank."
I leave the reader to draw his own conclusions from this evident rebuff. Takiny it for granted, as a matter of course, that there were high officers present at the time, I look upon it as a national insult. Se, apparently, did Mr. Ward, who very properly said to himself, "There is insincerity somewhere. It looks very much as if I am to be trifled with. They tell me, through coolies, to go to some place unknown to our charts, and permit said coolies to refuse me a pilot for the sea as well as sedan chairs for the land. Now that I am in the river, I will wait and see if they have any better manners after the English shall have knocked down their forts." I am very well satisfied that this was the view taken of "everything taken together," by our Minister, and as an American I admire him for it. As for myself, I am able to assert positively, from personal observation, that the river off which we are now anchored is the only navigable watercourse from the sea to Tein-sing. How do I know this? Last year I went to Tein-sing in an English gunboat, and came back in our chartered steamer Antelope. Before commencing the ascent of the river some

own—dead. "This is hot work," remonstrated his friend, "one of us

o next."

ben," replied Clutterbuck, "we shall at least die dogood action—I will not leave him." They were the
words he uttered; the next moment he fell forward,
ed by a deadly ball. He has gone to receive his reing a good

pierced by a deadly ball. He has gone to receive his reward.

The second incident relates to the chaplain, the minister of the regiment. He fell toward the latter part of the charge, and firmly refused all offers of assistance. "Go on to the wall," he replied to one of his flock, "you will be more needed there." It is gratifying to know that this gentleman is in a fair way to recover. When subsequently asked why he had fomed the party his reply was that, his duty was to be by the side of the dying men of his regiment. And it is such men as these that have been lately shot down by this miserable nation, and yet there will be enough people even in the United States to rub their hands over this battle as "a check to English pride and arrogance." I wish they could visit this part of the world, and see how it is that English power ensures safety to the world's trade

UNITED STATES STRAM FRIGATE POWEATAN, GULF OF PICHILL, NEAR PRING RIVER, July 3, 1859. The Battle of the Taku—Graphic Description of the Engagement by an Eye Wilness—The Attack Upon the Gunbouts of the Attack gagement by an Eye Witness—The Attack Upon the Gun-boats of the Allies—Terrible Staughter—The Attempt to Storm the Forts and Signal Defeat of the Europeans— Movements of the American Minister and Commodore Tattnall During the Trouble—Searching for the North Bend under Difficulties—Laughable Mistake—Mr. Ward's Journey to Pekin Delayed—Efforts of the British to Draw the Americans into the Quarrel—List of Vessels Compri-sing the Allied Squadron—Independence Day on Board the Packatun de. de. the Powhatan, de. de.

Simultaneous with this letter you will doubtless receive full particulars, from other sources, of the attempted visit of the Allied Ministers to Pekin, and their extraordinary and unexpected failure, with the loss of some 600 men and extensive damage to their gunboats. Having been an eye witness of the whole proceeding, a short description of the engagement may prove interesting to your readers, and I may, perchance, have picked up a few facts which will not be found in other narratives, and which may serve to throw additional light on the

via Ningbo, the Torquan, a small steamer, having pre-viously been chartered for the use of Mr. Ward, the United States Minister and his suite. Ten days thereafter we were at Woosung, where Mr. Ward left us, and went up to Shanghae on board the Mississippi with a strong guard of marines. Our Minister was cordially received at Shanghae by the Chinese Commissioners, who politely informed him that on arriving at Peiho river he would find ambassadors in waiting to escort him, with all due pomp and ceremony, to Pekin. Accordingly, Mr. Ward returned to Woosung, and we set sail again, arriving at the Gulf of Pichili on the 21st ult. Here we learned that the river was in a state of blockade from sunken junks, chains and iron stakes, placed there to prevent the advance of the Allied Minister, on Pekin. Nevertheless, on the 24th of June Mr. Ward, accompanied by his aid, our Commodore and Captain, and an experienced interpreter, started in the Torquan for the Peiho river; but on applying for a passage we were refused, and told that there was no one in authority to re-ceive us nearer than the North Bend, a place nine miles further north, where, we were informed, we would find ambassadors to escort us to Fekin.

The English, it appears, had been told the same thing before our Minister's arrival, and also that this was not the Peino river at all, but that the North Bend was. They had been plainly

beave up one of the stakes. The second on neral cannonade on both sides. A shot was first fired from one of the forts, and was

his ship up the river, eight miles. A great deal of correspondence has since passed between the officials, the English squadron lying in close proximity.

It appears to have been the aim of the British Admirat to entrap our Commodore into taking a joint part in the engagement. How nearly this object was accomplished you can judge for yourself. It has been a blind piece of business all through, and there is every reason to believe that had our Commodore acted on the information afforded him on the 24th of June by the Chinese, by returning and making his way to the North Bend, our Minister would have been by this time close on Pekin.

July 4. JULY 4.

The following vessels form the squadron in the Gulf of Pichili:-Flagship Chesapeake, Highflyer, Cruiser, Fury, Magician, Assistance (transport ship), Heifer (troop ship) Gunboats in action with the forts—Plover, Reshral, Nim rod, Lee, Haughty, Opposum, Banterer, Forester, Starling, Janus, Cormorant (Admiral's tender), and the French frigate Duchayla, in the Gulf of Pichili. Gunboat in action with the forts:—Nosegay. I have since learned that the English have succeeded in raising three of their gun boats and in getting them out of the river.

The number of officers killed and wounded is 23.

I forgot to mention yesterday that twelve of the hogs were killed and offered to the crew, but they refused to

were killed and offered to the crew, but they refused to take them, preferring to have them sent on board the English ships for the sick and wounded. This of course was done. Funny, is it not. We help to fight their battles, and then help to feed their wounded with produce coming direct from their enemy.

A very quiet day we have for the Fourth of July—nothing anosual—a little more bunting displayed. At noon we fire a salute of twenty-one guns, and during the day splice the main brace perhaps. We are all on the qut cice for the pilot that is to take us to the North Bend. I should like before closing this letter to inform you of our arrival at Pekin and favorable reception, but the mail goes in an hour and I must therefore conclude.

NEWSPAPER'S ACCOUNTS.

NEWSPAPERS ACCOUNTS.

THE ALLIES WEIGH ANCHOR AND MUN TO THE
MOUTH OF THE PEIHO—MEETING THE BARRIERS.
[Off the Peiho (June 28) Correspondence of Ceylon
Observer.]

I feel scarcely equal to the painful task of attempting to
describe occurrences which I am altogather incompetent
to depict in sufficiently striking and vivid colors, and yet
on the vivid as well as correct representation of which, I
feel, depends the honor of all the brave men with whom
I am serving—nay, more, of old England's stainless flag
itself.

dseif.

As I did not keep a journal of the previous day's pro-ceedings I shall confine myself to those of the ill-starred

As I did not keep a journal of the previous day's proceedings I shall confine myself to those of the ill-starred 25th.

At daylight on the morning of that day the gunboats weighed and proceeded to make a last attempt to remove the barriers that the Chinese had placed across the entrance of their own accord.

These, however, being composed of strong iron bars and chains, successfully resisted all the efforts made for their removal up to twleve o'clock, when the order was given that the men should have their dimers, after which it was generally understood we should open fire on the forts. Strange to say, during the six or eight hours in which these preliminary measures were being effected neither was a single gun fired from the forts nor was there a symptom evident that their occupants were prepared to defend them. Every embrasure was sereened with matting, and not a head was visible over the ramperts; and this, although the gunboats were all at sixes and sevens, from some getting aground, while others had o had them off, and the space in which they had to move being the conflicted on allow of their mancurying.

OPENING OF THE CHINESE BATTERIES—A HEAVY FIRE

OPENING OF THE CHINESE BATTERUSS—A HEAVY FIRE

ON BOTH SIDES.

Dinner having been finished, about half past one o'clock the signal was run up to prepare for action, and the Opossum (Lieut. Cemmander Raifour), with Capt. Wiles, R. N., and the Plover, with our brave old Admiral, pushed in close up to the first barrier. No sooner did they arrive there than suddenly, as if by magic, the mats that screened the guns in all the certain batteries were triced up, and the whole of the guns opened fire. Our vessels being all well prepared, however, the fire was immediately returned, and the action became general.

It was at once evident, though, that we had no ordinary Chinese artiflery to contept against. Their fire, both in weight oud precision, was such as few men, and I feel certain & Chinese empagiances, ever before experienced. In a very few minutes the Opossum bad several of her crew killed or wounded. In the Plover the Admiral was geverely hit,

OPENING OF THE CHINESE BATTERIES -- A HEAVY FIRE

the attack being made at any two and the world have said—had we declined to attack, when, as far as we knew, we had only rascally Chinese to contend with?

Time, I am confident, will prove that Europeans were our principal opponents, and that to have succeeded in our attempt we should have shad at least five times if not ten times the force we had.

ten times the force we had.

FRENCH AND AMERICAN AID TO ENGLAND.
Lieutenant Peard, of the Cormorant, is particularly
worthy of mention for his conduct. Besides being in action all day with his vessel, he landed, was first in the
ditches, took back a message to the boats, and returned
again to the advanced trench. Lieutenant Peard had
served in the trenches during the whole of the siege of
Schastopol.

served in the trenches during the whole of the siege of Sebastopol.

The great majority of the men hit are either dangerously or severely wounded, but I am happy to say they are almost all doing well. The weather is very favorable for them, being cool, with fresh breezes from the north and northeast.

The French, out of their small landing party of sixty men, had fifteen killed or wounded. The Americans assisted us considerably, by means of a small steamer, with which they toused up several of our boats into action from the large ships, and also after the action, by taking out to their respective ships a number of our men, to whom they showed every kindness. They were loud in their praises of the daring our men showed, and have sent large presents of fresh meat and vegetables for the benefit of our wounded.

Guilf of Pecheli (July 1) Correspondence of Overland

interring out to their repeates angle a manage of the staring our men showed, and have sent arge presents of fresh meat and vegetables for the benefit of our wounded.

[Guif of Pecheli (July 1) Correspondence of Overland Friend of China.]

On the 25th of June the negotiations with the Chinese having come to nothing but a put-off to gala time, the Admiral, with his flag flying in the Plover, followed by the gunboats Lee, Nimrod, Cormorant, Opossum, Banterer, Starling, Forester, Kestrel, Janus and Haughty, proceeded to take up a position off Peiho forts, ready to attack in case the Chinese should offer any resistance to clearing away the barriers. At 2 P. M., the stations being pretty well obtained with the exceptions of the Starling and Banterer, who were on shore—the former on the South and the latter on the north bank—the Plover and Opossum weighed; the latter proceeded to clear away a passage through the iron stakes which composed the first obstruction. Two of these having been drawn, the Plover, followed by the Copossum, passed through them and also the second boom, which had been destroyed by the Flag Captain on the previous night. On arriving at the second she attempted, together with the Opossum, to break through it, but without effect. Almost immediately a single gun was fired at her, and directly all the masks were rolled up, a tremendous fire was opened on the squadron, and whe action became general. The Lee, by signal from the Plover, passed through the stakes to the support of the Admiral. The Plover and Opossum were, however, soon obliged to slip, the fire being too heavy for them, and, followed by the Lee, dropped clear of the stakes at 3:15. The gunboat Plover suffered very much in killed and wounded. An officer was sent to the reserve to order up reinforcements, but the tide was too strong for the boats to attempt to pall up. The American flag officers very kindly offered to tow the boats up to a position to enable them to reach the gunboats. At 4:30 the enemy's fire was stackened considerably, o

als, and Lieutenant Rason, R. N., killed; the losses amongst the crew being very heavy indeed. The vessels were now pretty well together; the Banterer, Plover and Cormorant were nearly in a line, across the river, and in this manner the fight was flercely carried on by all.

By about 5 P. M. the Lee and Kestrel were in a sinking state, but the forts had considerably stackened their fire. The landing party was now sent for, and the boats towed up by the United States steamer Toey-wan, obligingly offered by the commodore, and one of the gunboats. They pulled on shore opposite the lower or southern bastion of the main south fort.

The fire from the works, which had been reserved with judgment, was then opened with very great effect upon the landing party.

We have no news from Cochin China, except a renort

the landing party.

We have no news from Cochin China, except a report that Ambasadors from the Annamite monarch had arrived at the quarters of the Admiral, and that the cholera was raging among the French troops. In a propaganda point of view I believe it is felt, and I fear with some reason, that the expedition has done more evil than good.

rived at the quarters of the Admiral, and that the cholera was raging among the French troops. In a propaganda point of view 1 believe it is feit, and I fear with some reason, that the expedition has done more evil than good.

[From the North China Herald, July 16.]

We have little to add to the narratives of our correspondents, published in our issue of the 9th inst. We have, however, been set right on a few details.

One point of importance we are giad to be able to correct. We had understood that the officer first sent in by the Admiral was received by a mandarin. It seems that no mandarins appeared at all. Some of the common people, calling themselves braves, under a leader, and a contractor engaged in fixing the piles and booms which crossed the river, presented themselves, but maintained positively that there were no mandarins near the place, and that the works in progress were undertaken at the expense of the people, and without any authorky from the government; also, that their object was the defence of the coast against rebels or pirates, and not hosfility or hindrance to us. Indeed, the contractor promised to have the way clear for us in two days.

We are also glad to be assured that Admiral Hope's appearance at Takoo in the first instance was so unmistakably pacific in character. A solitary man-of-war's boat carried in his first message. The Fury and two gunboats were left outside the bar; the rest of the squadron was lying thirty miles off at Sha-luy-teen, and when the Admiral did come in he is stated to have handed in a letter requesting that a market might be opened at the fort, as his ships would remain there until Mr. Bruce's return from Pekin.

There is another error in our last issue: that several letters and messages passed between Mr. Bruce was the health of the shore, they thick have not transpired. It was brought from the mouth of another stream, not, so far as we can ascertain, a branch of or connected with the river we call the Peth in some roundation; and were pursued into the water by

had run up these works without its orders and fired without its adthority.

There are some contradictions which we cannot explain. Why should an unwarlike and very embarransed
government fight at all? Was it out of revenge for the
half hour's thrashing we gave it last year? Or, was it
that it thought we were coming to get something more
out of it? Or was it determined not to leave us in the
enjoyment even of what we had extorted?

Our Chinese goessips were agreed from the first that
many conditions in the treaty of Then-tain the Emperor
would never consent to carry out, and pointed to the fact,
which the Pekin Guzette put beyond dispute, that Sangko-